

# Peoria Pekin Urbanized Area Transportation Study Transportation Alternatives Program



*Provision of on-road and off-road facilities for pedestrians, bicycles, and other non-motorized forms of transportation are eligible to apply.*

Submittal Date

Project Name

Cruger Road Recreation Trail Phase I

Lead Agency

City of Washington

Joint Agency

Type of Project

Recreation Trail

Description of Project as it relates to MAP-21 Goals.

This project will construct an approximately 0.8-mile recreation trail on the north side of Cruger Road between just east of N. Cummings Lane and Nofsinger Road. This will ensure a dedicated off-road trail for all pedestrians and bicyclists. There are currently not any pedestrian or bicycle accommodations along this corridor and they are forced to contend with vehicles traveling at or above the 45 mph speed limit



## MAP-21 Goals

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

# Project Qualifications



## Location

Municipality  County

Roadway

Termini

Intersection of

Please attach a map of location.

## Contact Person

Name  Agency

Address

City  State  Zip Code

Phone  email

## Funding - \$278,927 Available for 2013

Project Budget	FY <input type="text" value="14"/>	Total
Engineering	<input type="text" value="\$ 41,895"/>	<input type="text" value="\$ 41,895"/>
Right of Way	<input type="text" value="\$ 0.00"/>	<input type="text" value="\$ 0"/>
Construction	<input type="text" value="\$ 242,550"/>	<input type="text" value="\$ 242,550"/>
Utilities	<input type="text" value="\$ 0"/>	<input type="text" value="\$ 0"/>
<b>Total</b>	<input type="text" value="\$ 284,445"/>	<input type="text" value="\$ 284,445"/>

Total TAP Funds Requested



## Utilities

Please note what types of utility relocation may be involved with the project.

No utilities are anticipated to be relocated as a result of this project.



## Right of Way

Please note what types of right of way acquisition may be involved with the project.

All of the necessary right-of-way has been previously dedicated on Cruger Road. Cruger was reconstructed previously using STU funding and it was anticipated at that time that a future trail would be constructed. As a result, no right-of-way will need to be acquired.

In July of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 established a new funding category called the "Transportation Alternatives Program" (TAP). The Transportation Alternatives Program was authorized under Section 1122 of MAP-21 (23 U.S.C. 213(b), 101(a)(29)). This single funding source serves to enhance the transportation system and combines funding for Transportation Enhancements, Recreational Trails, and Safe Routes to School, all of which were previously funded separately under SAFETEA-LU.

Unless MAP-21/TAP funding is extended or potential other funding sources are identified, projects selected under the 2013 application cycle **must** have all TAP/Enhancement funds authorized/obligated by the Federal Highway Administration (FHWA) by September 30, 2016.

Federal funds will provide reimbursement up to 50 percent for right-of-way and easement acquisition costs, and up to 80 percent for preliminary engineering, utility relocation, construction engineering, and construction costs.

### Eligible Project Sponsors

- Local Governments;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out the project.

## Project Evaluation Scoring Criteria



(100 Points Maximum)

Scores will be divided into two sections:

**General Scoring Process:** All applicants will complete this section in full, up to 60 points total. The project scores in this section are based upon general grant information that is requested of all applications.

### General Scores:

Jurisdiction's Long Range or Comprehensive Plan	Max 10 Points
Regional Plan Documents	Max 10 Points
Organization Support/Municipal Collaboration	Max 10 Points
Documented Public Involvement	Max 10 Points
Documented Community Support	Max 10 Points
Intermodal Connections	<u>Max 10 Points</u>
	Max 60 Points Total

**Project Scoring Process:** This section will include three distinct subsections. All projects will be scored in each subsection based on the primary intent of the project. All applications will receive up to 40 points in their respective sections.

### Bicycle, Pedestrian, and Transit Projects:

Infrastructure and Facilities	Max 15 Points
Safety Factors	Max 15 Points
Public Benefits	<u>Max 10 Points</u>
	Max 40 Points Total

## General Conditions



(60 Points Maximum)

All projects may receive up to 60 points by answering all questions in this section. For additional information, see page four, under general scoring process.



### Jurisdiction's Long Range or Comprehensive Plan

Max 10 Points

Is the project consistent with the goals and objectives of the jurisdiction's long range or comprehensive plan? Please identify the goal and objective from the specified planning document(s) that best relates to the project.

Primary Goal

Both the City of Washington Comprehensive Plan and the Washington Park District Comprehensive Master Plan refer to determining locations for recreation trails that connect with existing and future residential, commercial, and institutional uses.

Primary Objective

The documents refer to seeking funding for trail development. The Washington Park District Plan specifically refers to finding funding in 2014 for the construction of the first phase of the Cruger Road trail between N. Cummings Lane and Nofsinger Road.

- Project consistent with goals and objectives in the Jurisdiction's Long Range or Comprehensive Plan. 10 points
- Project is NOT consistent with the goals and objectives in the Jurisdiction's Long Range or Comprehensive Plan. 0 points

Score: 10

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## Regional Plan Documents

Max 10 Points

Has this project undergone previous planning as a component of a larger transportation plan or a plan of its own? Examples include Regional Corridor Studies, Bicycle/Pedestrian Plans, Trails and Greenways Plans, Natural Resources Plans, Municipal Master Plan, etc. Please identify the plan's title, section related to project, and pages within the plan.

Regional Plan Title:

Regional Plan Section:

Regional Plan Page(s):

Project consistent with goals and objectives outlined in the Plan(s) identified. 5 points

The planning document(s) identify existing conditions related to the project and outlines various options available and the reasons that this option was preferred. 10 points

No Regional Plan documents apply to the project. 0 points

Score:

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## Organization Support/ Municipal Collaboration

Max 10 Points

Is more than one municipality or organization involved with the planning and application process? Please identify the municipalities and organizations involved with the planning and application process of the project.

Municipality #1  AND Municipality #2

Organization #1  AND Organization #2

Does not involve any other municipality and no organizations. 0 points

Involves one other municipality or one organization. 5 points

Involves more than one municipality or organization. 10 points

Score:

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## Documented Public Involvement

Max 10 Points

Has a documented public involvement process been completed for the project? Please provide a brief summary of the documented public involvement process that was used for the project and attach any public notices related to the public involvement process.

Public Involvement Process

The Washington Park District Comprehensive Master Plan included a variety of means for the public to provide output. This included reaching out to various stakeholders and an online survey that any citizen could complete. The Washington Comprehensive Plan included public meetings and a public open house in the plan's development. The city's Public Services Committee held a meeting in October to offer their support of this project.

- No documented public involvement. 0 points
- Project discussed at an open city, county, or other board meeting. 5 points
- Project discussed at an advertised public hearing, community forum, or other public outreach session. 10 points

Score:

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## Community Support

Max 10 Points

Did the project receive letters of support from any municipal boards? Other entities such as community organizations, individuals, businesses, etc. are limited to one letter per entity. Please attach any letter(s) received for the project and identify below what entity wrote each letter.

Letter #1

Letter #2

Letter #3

Letter #4

Letter #5

- No letter of support from municipal boards, community organizations, individuals, businesses, etc. 0 points

2 points for each letter of support received for the project, with a maximum of 10 points per project.

- Letter #1
- Letter #2
- Letter #3
- Letter #4
- Letter #5

Score:

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## Connectivity:

Max 10 Points

Does this project achieve, facilitate, or promote the use of alternative modes or the interconnection of different modes of transportation? Does the project provide connections with employment centers, shopping areas, or schools? Please list all types of connections that will be made available from the project.

Connection Type #1	Methodist Medical Center
Connection Type #2	Sleep Inn and Mallard Crossing Commercial Park
Connection Type #3	Future commercial development on the city-owned property at Cruger and Nofsin
Connection Type #4	Independence Court Business Park
Connection Type #5	Villas of Hollybrook Independent Care

Two points will be awarded for each type of connection made available from this project, with a maximum of 10 points possible. Please check all the boxes below that apply.

- Project does not achieve any type of connectivity. 0 points
- Connection Type #1    Connection Type #2    Connection Type #3
- Connection Type #4    Connection Type #5

Score:

General Score Total



## Bicycle, Pedestrian, and Transit Projects



(40 Points Maximum)

### Infrastructure and Facilities

Max 10 Points

Does this TAP project provide the following bicycle, pedestrian, or transit infrastructure and facilities?

Select all that apply.

- Project will not include any of the following factors. 0 points
- Project will connect to an existing bicycle, pedestrian, or transit network. 6 points
- Project will connect to a future bicycle, pedestrian, or transit network. 3 points

Project will include any of the following enhancements or support facilities:

- trail head parking, rest rooms, lighting, crosswalks, bicycle racks, bike lockers, signs, trees, flowers, transit shelter, etc. 1 point

Score:

### Safety Factors

Max 15 Points

Does this TAP project improve safety conditions in the regional transportation system?

Select all that apply.

- The project does not address any of the following factors. 0 points
- Project is a separate path not adjacent to a roadway; ie. multi-use bike path, rails-to-trails, etc. 5 points
- Project provides connections to locations that were previously inaccessible by bicycle, foot, or transit examples include; neighborhoods, schools, shopping, employment, municipal facilities, park and ride lot, etc. 5 points
- Project identifies and corrects a public safety problem/situation at a specific location. 5 points

Score:



## Public Benefits

Max 15 Points

### Usage

How many users will there be? For example, the number of bicyclists or pedestrians on a trail, residents/visitors walking through the community, and so on. The PPUATS Scoring Committee will assign a score of 1 thru 10 based on the projected usage of the facility.

The City and Park District have seen considerable usage of the community's recreation trail system. This proposed trail is in an area near considerable residential growth and planned commercial growth, including a large site that the City recently purchased at Cruger and Nofsinger Roads. It will connect with an existing trail that travels throughout the Cummings Lane corridor and provides access to the many businesses there as well as Oak Ridge +

### Public Value

What will the project bring into the community or general area and the value of it? For example, tourists spending money, improving the quality of life, etc. The PPUATS Scoring Committee will assign a score of 1 thru 5 based on the projected public value of the facility.

The City of Washington has put a heavy emphasis on quality of life through the commitment towards the community schools, parks, and Five Points Washington. Families look for this quality of life when deciding where to purchase a house. Additionally, trails are known to boost spending from visitors to a community. This will provide a connection to the city-owned property at Cruger and Nofsinger Roads, which is expected to have a mix +

Score:

**Total TAP Project Score:**

## Project Scoring



Project Number

General Score Total

47

Bicycle, Pedestrian, and Transit Project Score

20

Total Score

67

Mail complete form to: 211 Fulton Street, Suite 207, Peoria, IL 61602  
OR  
Email complete form to: [ksmith@tricountyrpc.org](mailto:ksmith@tricountyrpc.org)

Print Form